



**WASHINGTON METROPOLITAN AREA TRANSIT**

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**WASHINGTON METROPOLITAN AREA TRANSIT  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u><b>FY 2007</b></u>	<u><b>FY 2008</b></u>	<u><b>FY 2009</b></u>	<u><b>FY 2010</b></u>	<u><b>FY 2011</b></u>	<u><b>FY 2012</b></u>	<u><b>SIX-YEAR TOTAL</b></u>
<u><b>Construction Program</b></u>							
<b>Major Projects</b>	135.8	174.9	175.5	189.0	192.0	202.0	1,069.2
<b>Special Funds</b>	54.6	63.9	67.7	74.6	82.6	92.6	436.0
<b>Federal Funds</b>	16.4	16.4	16.4	16.4	16.4	16.4	98.4
<b>Federal Funds - WMATA *</b>	64.8	94.6	91.4	98.0	93.0	93.0	534.8

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\* These federal funds are received by WMATA directly and are not included in the MDOT budget.



**STATUS:** Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

**PROJECT:** Metrorail Debt Service

**DESCRIPTION:** Maryland Department of Transportation's share of Metrorail payments, which supplemented the 103-mile rail system's construction.

**JUSTIFICATION:** Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December of 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program while retaining the original net cost and maturity date of 2014.

**SMART GROWTH STATUS:**

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Metro Matters -- Line 3

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	647,887	570,322	9,741	9,741	9,741	9,741	9,741	9,741	58,446	19,119
Total	647,887	570,322	9,741	9,741	9,741	9,741	9,741	9,741	58,446	19,119
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal funds are received directly by WMATA.  
8002



**STATUS:** Mid-life overhaul of rail cars is nearing completion, extending lifetime by 15 years. A 120 new rail car option was exercised in November 2004. Delivery expected through FY 2008. Clean diesel and hybrid-electric buses delivery began in 2006, with exceptional results.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** The Maryland share of the cost of this regional capital program is approximately \$370 million through FY 2011 and \$667 million through 2024. This new agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program).

**PROJECT:** Metro Matters Capital Program

**DESCRIPTION:** The Metro Matters Program now includes both the former Infrastructure Renewal Program and the System Access Plan. The Metro Matters Funding Agreement was executed in October 2004 and outlines an integrated financial plan that will fund the IRP and SAP through FY 2010. The plan will rely on local, state and federal funding and short and long term debt as necessary. Projects include all system infrastructure, rolling stock, vehicles and equipment.

**JUSTIFICATION:** All Metrorail lines are experiencing overcrowded conditions that will continue to worsen, according to WMATA projections. The Metrorail system now carries 700,000 passengers daily and ridership growth continues. This program will allow WMATA to increase capacity by operating 8 car trains and bring buses within FTA guidelines for age and mileage to provide greater reliability and support for the rail system.

**SMART GROWTH STATUS:**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Metrorail Debt Service -- Line 2

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,128,032	198,809	115,729	153,943	155,735	169,272	167,272	167,272	929,223	0
Total	1,128,032	198,809	115,729	153,943	155,735	169,272	167,272	167,272	929,223	0
Federal-Aid	129,080	30,680	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0

A total of \$654.4 million in Federal funds are to be received directly by WMATA. The \$129.1 million in Federal funds shown above are Congestion Mitigation and Air Quality (CMAQ) funds provided by MDOT.

9003, 9004, 9005, 9006, 9007



**STATUS:** WMATA has completed testing and acceptance of all of the 48 car (6000 series) order. All cars are expected to be in service during FY 2007.

**PROJECT:** Rail Cars/Capital Improvement Program

**DESCRIPTION:** One portion of this program funds Maryland's share of 48 new rail cars that were ordered in FY 2003. This procurement program is separate from and preceded Metro Matters. This program also provides for preliminary design and planning of Maryland directed projects within the WMATA region. The remaining funds will allow the Department to manage and potentially reduce the amount of long term debt that may be required within Metro Matters.

**JUSTIFICATION:** The addition of new rail cars has started to provide significant relief to certain severe overcrowding conditions, both at the outer Green Line terminating at Branch Avenue and all along the Red Line in Maryland. This 48 car order provided WMATA a continuity of rail car procurements at an affordable unit cost and provided the transition to the larger MM rail car order currently underway.

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☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost reduced by \$66.1 million due to the fact that WMATA has indicated a delay in cashflow expenditures reducing the need for long term debt.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	127,158	45,638	10,320	11,200	10,000	10,000	15,000	25,000	81,520	0
Total	127,158	45,638	10,320	11,200	10,000	10,000	15,000	25,000	81,520	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014